

INTERNATIONAL DRIVE EXTENSION KILGORE TO SUNRISE PROJECT

Initial Study/Mitigated Negative Declaration/Environmental Assessment



City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670
February 2008



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**NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION/INITIAL STUDY FOR
INTERNATIONAL DRIVE EXTENSION KILGORE TO SUNRISE PROJECT**

February 1, 2008

LEAD AGENCY: City of Rancho Cordova Planning Department
Melissa Logue – 916-231-2241
2729 Prospect Park Drive
Rancho Cordova, CA 95670

PROJECT TITLE: International Drive Extension Kilgore to Sunrise Project

PROJECT LOCATION: International Drive from Kilgore Road to Sunrise Boulevard.

PROJECT DESCRIPTION: The applicant proposes to extend International Drive from its current terminus at Kilgore Rd to approximately 1,500 linear feet east to the Sunrise Blvd/Monier Circle (north) signalized intersection. The project would include an approximately 112 linear foot six-lane bridge over the Folsom South Canal and restriping between Prospect Park Dr and Kilgore Rd to include a six-lane roadway, with minor widening at the Kilgore Rd intersection approaches and at the Monier Cir intersection.

Sunrise Blvd would be restriped to include six (6) lanes from Fitzgerald Dr to White Rock Rd and the existing median at the Monier Circle (south) intersection would be reconfigured to eliminate left turns onto Sunrise Blvd. Noise reducing pavement would be used along the new segment of International Dr to reduce noise levels. Additionally, the Folsom South Canal frontage would be widened to include curb, gutter and sidewalk and utilities would be modified as necessary to accommodate the project.

FINDINGS/DETERMINATION: The City has reviewed and considered the proposed project and has determined that the project **will not** have a significant effect on the environment, with the proposed mitigation measures and substantial supporting evidence provided in the Initial Study. The City hereby prepares and proposes to adopt a **Mitigated Negative Declaration** for this project.

Additionally, the proposed project seeks federal funds for construction, and is therefore subject to Section 4(f) of the federal Department of Transportation Act of 1966, which considers a federal project's potential effects to publicly-owned recreational facilities like the Folsom South Canal bicycle trail. A segment of the Folsom South Canal bicycle trail would be temporarily closed to accommodate project construction. The California Department of Transportation (Caltrans), under the SAFETEA-LU Pilot Program has been assigned NEPA authority from the Federal Highway Administration (FHWA), intends to make a **de minimus** finding on the proposed project's effects to the Folsom South Canal bicycle trail, and is soliciting public

comments on the effects of the project to this resource. This determination will satisfy the Section 4(f) requirements for this project.

PUBLIC REVIEW PERIOD: A 30 day public review period for the Mitigated Negative Declaration/Initial Study will commence on **February 1, 2008 until March 3, 2008** for interested individuals and public agencies to submit written comments on the document. Any written comments on the Mitigated Negative Declaration/Initial Study must be received at the above address within the public review period. Copies of the Mitigated Negative Declaration/Initial Study are available for review at the above address.

Additionally, a 30 day public review period for the Section 4(f) *de minimus* finding will commence concurrently with the public review period for the Mitigated Negative Declaration/Initial Study for interested individuals and public agencies to submit written comments on the finding. Any written comments on Caltrans' potential *de minimus* finding under Section 4(f) must be received at the following address within the public review period:

Caltrans District 3
Environmental Branch M1
Attention: Susan D. Bauer, Chief
P.O. Box 911
Marysville, CA 95901

PUBLIC MEETING: No public meeting is currently scheduled for this project. The project will be heard by the City of Rancho Cordova City Council prior to approval and adoption of the MND and MMRP at a regular meeting yet to be identified. To view upcoming agendas for the Rancho Cordova City Council, visit http://www.cityofranchocordova.org/city_government/agendas_city_council.html.

**INTERNATIONAL DRIVE EXTENSION
KILGORE TO SUNRISE PROJECT**

**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION/
ENVIRONMENTAL ASSESSMENT**

Prepared by:

CITY OF RANCHO CORDOVA

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FEBRUARY 2008

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

The City of Rancho Cordova (City), in cooperation with the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the federal Bureau of Reclamation (BOR), proposes to extend International Drive between its existing terminus at Kilgore Road to Sunrise Boulevard.

The proposed project is a joint project by the City of Rancho Cordova, BOR, and Caltrans as delegated by FHWA, and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Rancho Cordova is the lead agency under CEQA. Caltrans, as delegated by FHWA, is the federal lead agency under NEPA, and BOR is a NEPA cooperating agency.

This document is an initial study (IS) with supporting environmental studies, which provides justification for a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA) for the International Drive Extension from Kilgore to Sunrise project. It is anticipated that the Caltrans, as delegated by FHWA, will issue a Categorical Exclusion pursuant to NEPA for the proposed project. Supplemental information has also been provided in the Minimal Environmental Assessment (Minimal EA) to support a Finding of No Significant Impact (FONSI) by the BOR pursuant to the National Environmental Policy Act (NEPA).

The Initial Study/Mitigated Negative Declaration (MND) is a public document to be used by the City of Rancho Cordova to determine whether the project may have a significant effect on the environment pursuant to CEQA. The Minimal EA/FONSI supplement is also a public document to be used by the Bureau of Reclamation to determine whether the project may have a significant effect on the human environment pursuant to NEPA.

If the CEQA lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR, to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment with mitigation, a Negative Declaration shall be prepared with a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public*

1.0 INTRODUCTION

review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

- (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

This MND has been prepared in accordance with the CEQA, Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines, California Code of Regulations (CCR) Title 14, Section 15000 *et seq.*

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether and EIS, or some lower level of documentation, will be required. NEPA requires that an EIS is prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. The context, referred to as the “affected environment” in this document, is the the geographic, social, and environmental contexts within which the project may have effects. Intensity is the severity of the potential impact, considered in context.

Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents. Another difference between NEPA and CEQA is that CEQA can utilize thresholds of significance to determine the level of impact to a given resource while NEPA determines level of significance based on context and intensity. Under NEPA, all impacts are discussed regardless of any thresholds amount and include mitigation measures where reasonable.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” Based on these criteria, the City of Rancho Cordova will serve as lead agency for the proposed International Drive Extension project.

According to Council for Environmental Quality (CEQ) Guidelines 1501.5(c), the following factors (which are listed in order of descending importance) shall determine lead agency designation when more than one federal agency is involved in the same action:

- 1) Magnitude of agency's involvement.
- 2) Project approval/disapproval authority.
- 3) Expertise concerning the action's environmental effects.
- 4) Duration of agency's involvement.

5) Sequence of agency's involvement

FHWA is anticipated to provide funding for construction of the proposed project. Effective July 1, 2007, Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program, pursuant to 23 CFR 773. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under the Pilot Program. Caltrans, by virtue of it being a transportation agency, has expertise concerning the environmental effects of the proposed roadway widening action. Caltrans will act on behalf of FHWA as the NEPA Lead Agency.

The Bureau of Reclamation will need to issue an encroachment permit. Because FHWA has a comparatively larger magnitude of involvement and also has expertise concerning the action's environmental effects, FHWA will be the NEPA lead agency. Bureau of Reclamation will be a cooperating agency for NEPA.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this IS/MND/EA is to evaluate the potential environmental impacts of the proposed International Drive Extension from Kilgore Road to Sunrise Boulevard. Mitigation measures have also been identified to reduce or eliminate any identified significant and/or potentially significant impacts.

This document is divided into the following sections:

1.0 INTRODUCTION

Provides an introduction and describes the purpose and organization of this document;

2.0 PROJECT DESCRIPTION

Provides a detailed description of the proposed project and the alternatives considered;

3.0 ENVIRONMENTAL SETTING, IMPACTS, MITIGATION MEASURES AND DETERMINATION

Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as "no impact", "less-than significant", "potentially significant unless mitigation incorporated", or "potentially significant" in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less-than-significant level; and provides a environmental determination of the project;

4.0 SUMMARY OF MITIGATION MEASURES

Provides a summary of mitigation measures for the proposed project;

5.0 REPORT PREPARATION

Identifies a list of staff and consultants responsible for preparation of this document and

1.0 INTRODUCTION

6.0 LIST OF REFERENCES

Identifies a list of agencies and documents consulted.

APPENDIX B: NEPA ENVIRONMENTAL ASSESSMENT

Analyzes potential effects from the project required by NEPA that do not require analysis under CEQA, including effects to Indian Trust Assets and Environmental Justice.

2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

International Drive is an east/west roadway that terminates at Kilgore Road. Currently, vehicles traveling on International Drive must take Kilgore Road north to White Rock Road in order to access Sunrise Boulevard.

The City of Rancho Cordova adopted its first General Plan in June 2006. The General Plan included a Circulation Plan that identified planned transportation resources within the City, including major roadways, bikeways and trails, and transit opportunities such as light rail and busses. The extension of International Drive is included in the Circulation Plan, and includes widening portions of the existing International Drive to include six lanes of traffic in order to establish an east/west roadway through Rancho Cordova to provide traffic Relief to Highway 50. Extending International Drive across the Folsom South Canal is the first step toward reaching the goals of the Circulation Plan.

2.2 PROJECT LOCATION

International Drive lies in the City of Rancho Cordova in Sacramento County. The roadway runs in an east/west direction perpendicular to Kilgore Road, where it terminates. A figure of the project area is shown as **Figure 2-1**.

2.3 PROJECT PURPOSE AND OBJECTIVES

The purpose of the International Drive Extension Project is to accommodate increased traffic in the City of Rancho Cordova that is due to proposed and approved development projects. As identified in the Circulation Element of the City of Rancho Cordova General Plan, the project is needed to provide an additional key east-west route through the City, which would relieve pressure on Folsom Boulevard, Highway 50, and White Rock Road, all of which currently serve traffic moving through the northern portions of the City of Rancho Cordova in a east-west direction.

2.4 PROJECT DESCRIPTION

The City of Rancho Cordova proposes to extend International Drive eastward from its existing terminus at Kilgore Road by approximately 1,500 linear feet to the Sunrise Boulevard/Monier Circle (north) intersection. The extended International Drive is planned as a six-lane roadway and would include the construction of an approximately 112 linear foot six-lane bridge with left and right turn pockets over the Folsom South Canal, which runs parallel to the west side of Sunrise Boulevard in the eastern portion of the project area.

The existing four-lane International Drive would be re-striped to include six (6) through-lanes from Prospect Park Drive to the intersection of Kilgore Road, approximately 1,300 linear feet, and minor widening would take place at the intersection with Kilgore Road to accommodate turn pockets. Monier Circle would continue as a two-lane road, but would be widened at the intersection approaches, as needed, to align with International Drive. The existing median on Sunrise Blvd at the Monier Circle (south) intersection would be reconfigured to eliminate left turns onto Sunrise Blvd.

The project would improve the existing Kilgore/International intersection to a 6x6x4x4 intersection with pedestrian refuges and traffic signal, while the International/Sunrise/Monier Drive (north) intersection would be improved to a 6x6x6x2 intersection with pedestrian refuges

2.0 PROJECT DESCRIPTION

and traffic signal. A figure of the project location is shown as **Figure 2-2**. Construction on Sunrise Boulevard would include approximately 5,200 linear feet of re-striping to six lanes (from Fitzgerald Drive to White Rock Road) necessary for intersection accommodation. West of Sunrise Boulevard, along the Folsom South Canal frontage, the project would widen the pavement and install curb, gutter and sidewalk, approximately 2,600 linear feet, extending 1,100 south and 1,500 north of International Drive. South of International Drive, a soundwall for an adjacent residential subdivision could be modified to provide noise attenuation. Furthermore, a parking lot on the north side of International Drive would be modified to accommodate project construction. Finally, “noise reducing” pavement would be used along the segment of new International Drive roadway to further reduce noise adjacent to the project area beyond what would be provided by the installation of a soundwall as required mitigation.

Modifications to the Folsom South Canal maintenance road and bike path will be part of this project. The Bureau of Reclamation maintenance road for the Folsom South Canal would be modified to go under International Drive or connect at-grade to Sunrise Boulevard (not yet determined), and the Folsom South Canal bicycle path would be modified to connect to International Drive and also go under the bridge. Additionally, the existing approach roadway, utilities, curbs, landscaping, street lighting, drainage systems, and traffic striping would be modified as necessary to accommodate the extended roadway and new bridge. The project is located entirely within the City of Rancho Cordova.

2.5 PROJECT CONSTRUCTION

Project construction is anticipated to begin in late 2008 or early 2009.

2.6 REQUIRED PROJECT APPROVALS/ACTIONS

In order for the project to be implemented, a series of actions and approvals would be required from various public agencies. Anticipated project approvals/actions would include, but are not limited to, the following:

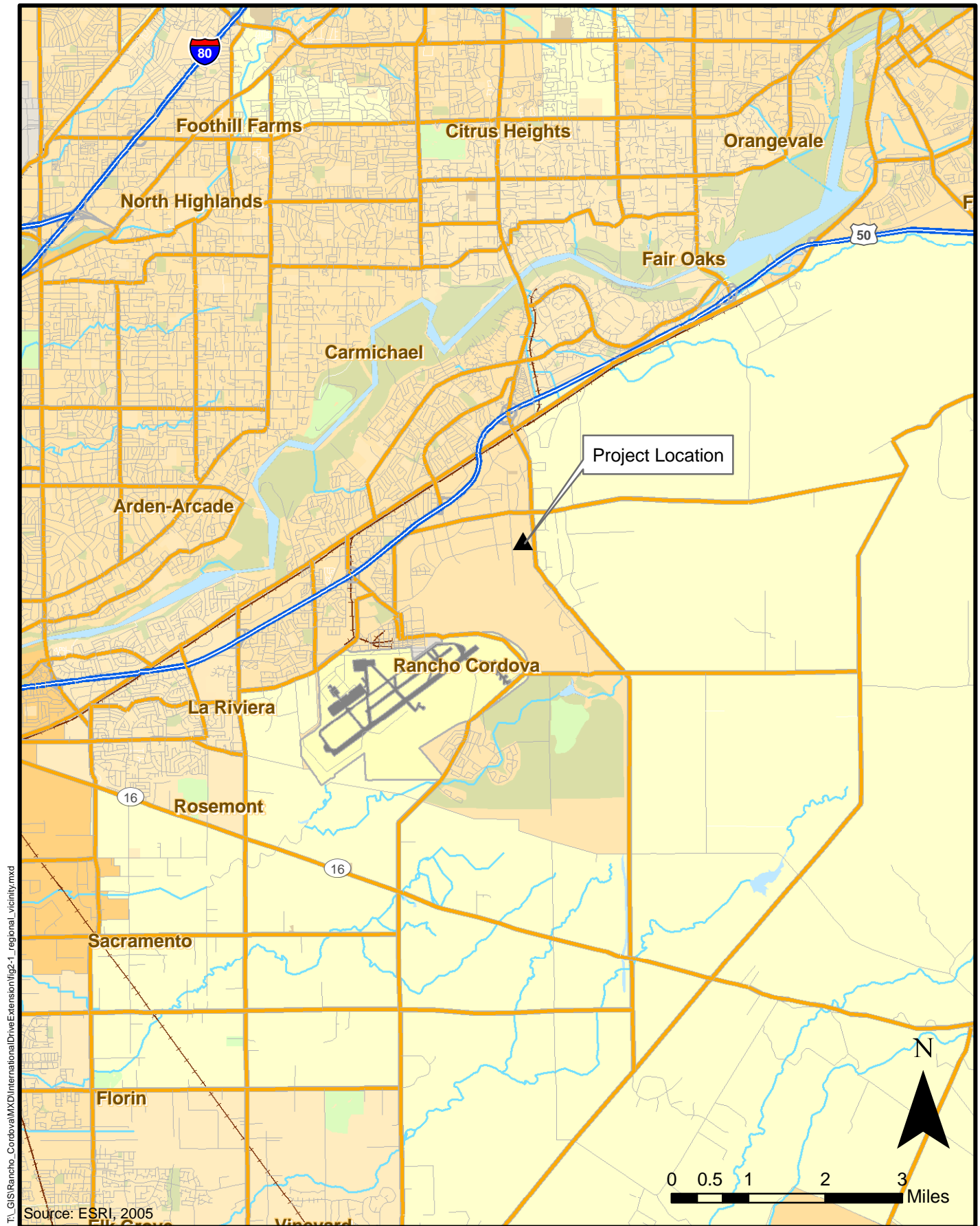
Rancho Cordova City Council - Adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and other actions associated with project approval.

Federal Bureau of Reclamation - Approval of the Environmental Assessment, issuance of a Finding of No Significant Impact (FONSI) pursuant to the requirements of NEPA, and issuance of an Encroachment Permit to allow for construction of a bridge over the Folsom South Canal.

California Department of Transportation – Issuance of a Categorical Exemption pursuant to the requirements of NEPA.

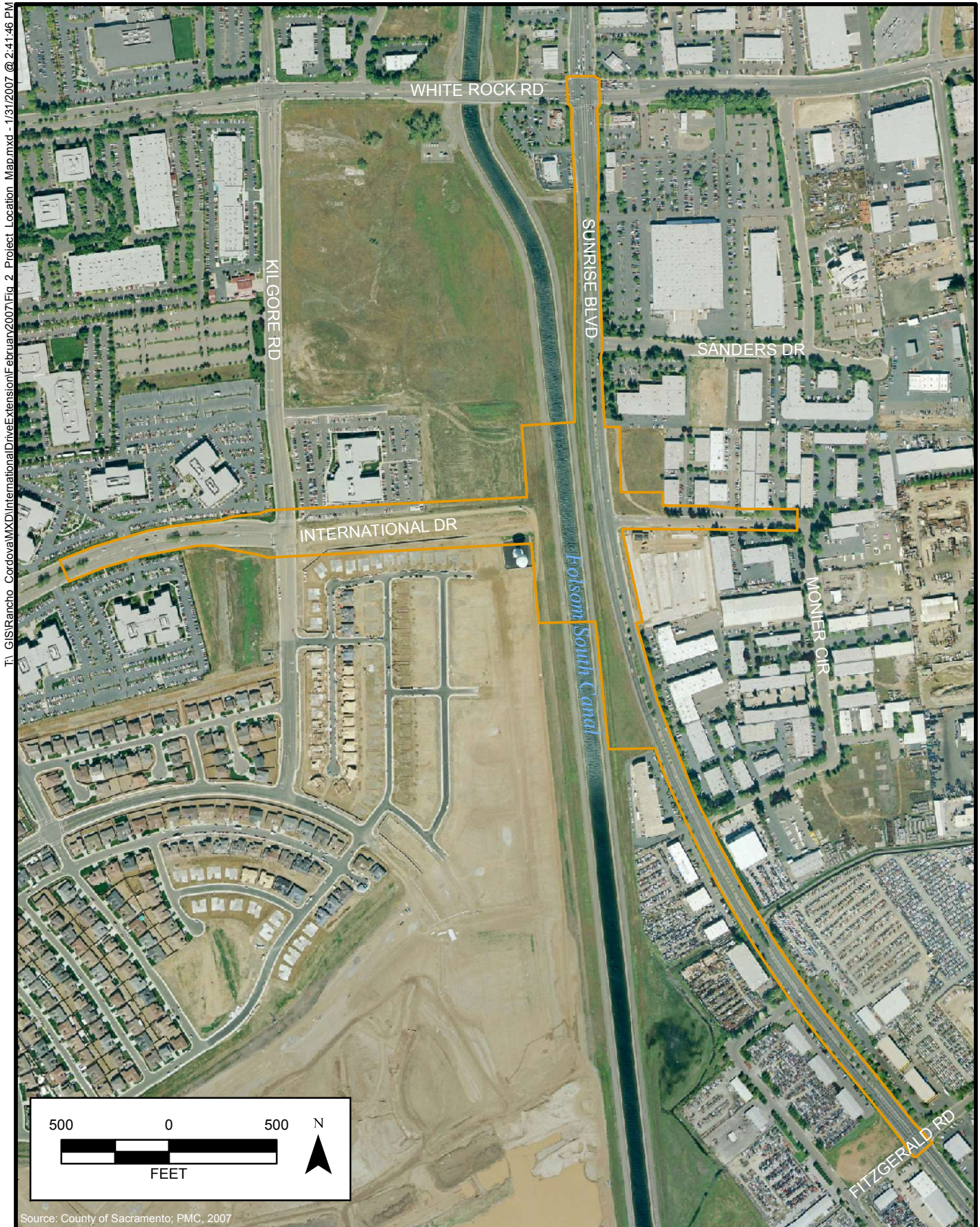
2.7 OTHER PROJECT ASSUMPTIONS

The document assumes compliance with all applicable state, federal, and local codes and regulations including, but not limited to, City of Rancho Cordova Improvement Standards, the State Health and Safety Code, and the State Public Resources Code.



City of Rancho Cordova
Planning Department

Figure 2-1
Regional Vicinity Map



City of Rancho Cordova
Planning Department

Figure 2
Project Location Map

2.8 TECHNICAL STUDIES

Five technical studies have been conducted as part of this IS/MND/EA. These include:

- A Cultural Resources Technical Memorandum, completed by the City of Rancho Cordova;
- A Biological Resources Evaluation (Minimal Impacts Natural Environment Study), completed by the City of Rancho Cordova;
- A Hazardous Materials Investigation (Phase 1 Initial Site Assessment), completed by Kleinfelder;
- A Construction Air Quality Impacts Analysis, completed by the City of Rancho Cordova;
- A Noise Impact Assessment, completed by Ambient Air Quality & Noise Consulting.

These technical studies are available for viewing during normal business hours (Monday through Friday, 8:00 a.m. to 5:00 p.m., except holidays) at the City of Rancho Cordova City Hall, located at 2729 Prospect Park Drive, Rancho Cordova, CA.

4.0 LIST OF MITIGATION MEASURES

4.1 SUMMARY OF MITIGATION MEASURES

AESTHETIC RESOURCES (SECTION 3.1)

- MM 3.1-1** The City shall provide compensation to residences that would require a 10-foot tall sound wall in the backyard area. This compensation is to be used by the property owner to purchase and install landscaping that would shield the view of the sound wall from the residential backyard area.

AIR QUALITY (SECTION 3.2)

- M.M. 3.3-1** The project shall provide a plan, for approval by Rancho Cordova Planning Department and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate matter reduction, compared to the most recent CARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.¹
- M.M.3.3-2** The project representative shall submit to Rancho Cordova Planning Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.
- M.M.3.3-3** The construction contractor shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and Rancho Cordova Planning Department and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted to Rancho Cordova

¹ Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. However, this requirement is neither supported by Caltrans nor FHWA due to the State's obligations under the California Public Contract Code regarding restraint of competitive bidding process resulting from the requirement that newer equipment be used, thereby creating a potential disadvantage in bidding opportunities for smaller businesses that do not have inventories of such equipment.

4.0 LIST OF MITIGATION MEASURES

Planning Department an SMAQMD throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

- M.M.3.3-4** To off-set the project's construction emissions that would continue to exceed the SMAQMD daily NO_x emission thresholds after implementation of the above mitigation, the City of Rancho Cordova shall pay, and obtain proof of payment of, an off-site air quality mitigation fee in the amount of \$16,781, as calculated by the SMAQMD *Construction Emission Mitigation Fee Calculator*.

BIOLOGICAL RESOURCES (SECTION 3.4)

- MM 3.4-1** To compensate for the permanent loss of potential foraging habitat, the City of Rancho Cordova shall preserve 0.75 acres of similar Swaisn's hawk foraging habitat for each acre lost, within a ten-mile radius of the project site, or at a CDFG-approved Swaisn's hawk preservation bank that services the project area.

- MM 3.4-2** If proposed construction activities are planned to occur during the nesting seasons for avian species (typically March 1st through August 31st), the City shall retain a qualified biologist to conduct a focused survey for active nests of raptors and migratory birds within and in the vicinity (no less than 100-feet outside project boundaries, where possible) of the construction area no more than 30 days prior to ground disturbance or tree removal. If active nests are identified during preconstruction surveys, USFWS and/or CDFG shall be notified regarding the status of the nests. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a biologist deems disturbance potential to be minimal (in consultation with USFWS and/or CDFG). Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100-feet around the nest for raptors and 50-foot radius for migratory birds) or alteration of the construction schedule. No action is necessary if construction will occur during the non-breeding season (generally September 1st through February 28th).

- MM 3.4-3a** Prior to any groundbreaking activity, an Arborist Report shall be prepared by an arborist and submitted to the Planning Department for review. The report shall identify all native trees 6" diameter-at-breast-height (dbh) or larger and all non-native trees 18" dbh or larger that could be affected by the project. The report shall include the following minimum components:

- Tree species
- Tree dbh (diameter at breast height, measured at 4.5 feet above ground level)

- Tree dripline radius (measured from the trunk to the tip of the longest limb)
- Overall health and condition of each tree
- A map of the project site showing the location of each tree
- Based on this report, the City Planning Department will determine which trees would be suitable candidates for protection, and which trees will need to be mitigated if removed. Trees that would be removed or otherwise harmed by the project shall be mitigated for pursuant to the City's Tree Preservation and Protection Ordinance.

MM 3.4-3b

Prior to any groundbreaking activity, a Replacement Tree Planting Plan shall be prepared by an arborist or landscape architect and shall be submitted to the City Planning Department for review and approval. The Replacement Tree Planting Plan(s) shall follow the standards set forth in the City of Rancho Cordova Municipal Code, and shall include the following minimum elements:

- a) Species, size, and locations of all replacement plantings.
- b) Method of irrigation
- c) A tree planting detail, including a 10-foot depth-boring hole to provide for adequate drainage.
- d) Planting, irrigation, and maintenance schedules.
- e) Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a 5-year establishment period and to replace any of the replacement trees which do not survive during that period.

The Plan shall include enough replacement plantings to allow for inch-for-inch replacement of all trees called out by the City as appropriate candidates for mitigation. Replacement inches will be calculated based on the following size categories.

- One J-pot = ½ inch dbh
- One 15-gallon tree = 1 inch dbh
- One 24-inch box tree = 2 inches dbh
- One 36-inch box tree = 3 inches dbh

In order to meet some of the mitigation requirement, existing native trees on-site proposed for removal that are less than 6" dbh and are in fair or better condition may be transplanted to the new planting area. If existing trees are successfully transplanted, mitigation requirements may be reduced.

4.0 LIST OF MITIGATION MEASURES

No replacement tree shall be planted within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement trees shall be 15 feet on-center. J-pots may be planted closer at the discretion of the City Arborist or the consulting arborist.

MM 3.4-3c

To avoid damage during construction to trees proposed for preservation, the following protective measures are recommended:

- 1) A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of each tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of each tree. Removing limbs that make up the dripline does not change the protected area.
 - a. Protective fencing shall be installed at the driplines of the protected trees prior to the start of any construction work (including grading or placement of vehicles on site), in order to avoid damage to the trees and their root systems. This fencing may be installed around the outermost dripline of clusters of trees proposed for protection, rather than individual trees. Fencing shall be shown all project plans.
 - b. No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the driplines of protected trees. A laminated sign indicating such shall be attached to fencing surrounding trees on-site.
 - c. No grading (grade cuts or fills) shall be allowed within the driplines of protected trees.
 - d. Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the dripline of any protected tree.
 - e. No trenching shall be allowed within the driplines of protected trees. If it is absolutely necessary to install underground utilities within the dripline of a protected tree, the utility line shall be bored and jacked under the supervision of a certified arborist.
 - f. The construction of impervious surfaces within the driplines of protected trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system shall be installed under the supervision of a certified arborist. Wherever possible, pervious concrete shall be used as an alternative to traditional concrete, when it is required under tree driplines.
 - g. No sprinkler or irrigation system shall be installed in such a manner that sprays water or requires trenching within the driplines

of protected trees. An above ground drip irrigation system is recommended.

- h. Landscaping beneath protected trees may include non-plant materials such as bark mulch or wood chips. The only plant species that shall be planted within the driplines of protected trees are those that are tolerant of the natural environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants.
- 2) Any protected trees on the site, which require pruning, shall be pruned by an arborist prior to the start of construction work. All pruning shall be in accordance with the American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines."
- 3) No signs, ropes, cables (except those which may be installed by an arborist to provide limb support) or any other items shall be attached to the protected trees.

HAZARDS AND HAZARDOUS MATERIALS (SECTION 3.7)

MM 3.7-1 Prior to start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. The staging area(s) shall be reviewed and approved by City of Rancho Cordova's Environmental Mitigation Monitor and the Storm Water Pollution and Prevention Manager prior to the start of construction. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, day care facilities, and schools. Staging areas shall not be located near any stream, channel, or wetlands. The proposed staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP).

HYDROLOGY AND WATER QUALITY (SECTION 3.8)

MM 3.8-1 Prior to construction, a sediment control plan and a SWPPP shall be prepared by the contractor and submitted to the City for approval. The sediment control plan shall be designed to limit the effects of soil erosion and water degradation during construction. This plan shall be prepared and implemented in accordance with the requirements of the RWQCB's NPDES permit requirements, and shall include (but not be limited to) the following measures:

- Use of sediment control measures that utilize sediment traps, barriers, covers, or other methods approved by the Regional Water Quality Control Board;
- Plans for appropriate deposition and storage of excavated material;
- Construction phasing; and

4.0 LIST OF MITIGATION MEASURES

- Cover all stockpiles of fill material during extended periods of rain

NOISE (SECTION 3.11)

- MM 3.11-1** Site preparation and construction activities along the International Drive extension portion of the project area (i.e., construction areas closest to sensitive receptors) shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. on weekends. Noise-generating construction equipment maintenance activities shall be limited to the same hours.
- MM 3.11-2** Site preparation and construction activities along the Sunrise Boulevard portion of the project area (i.e., construction areas furthest away from sensitive receptors) shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. on weekends, whenever feasible. Noise-generating construction equipment maintenance activities shall be limited to the same hours, whenever feasible. Construction activities outside of these hours shall be allowed only when nighttime construction is necessary to complete improvements along Sunrise Boulevard while minimizing disruptions to traffic along this critical transportation corridor.
- MM 3.11-3** Construction equipment shall be equipped with mufflers, in accordance with manufacturers' specifications. Additionally, equipment staging areas shall be located at the furthest distance possible from nearby residential land uses.
- MM 3.11-4** If recommended improvements to the existing barrier height, as identified in mitigation measure **MM 3.11-5** as necessary to reduce long-term traffic noise levels, are to be completed as part of the project, they shall be substantially completed prior to conducting major onsite construction activities that would involve the frequent and reoccurring use of heavy-duty equipment. "Substantially completed" is defined as of sufficient length and height to block the line-of-sight between ground floor location of adjacent dwellings and on-site heavy duty construction equipment.
- MM 3.11-4** The existing sound barrier should be increased to a minimum height of 8 feet along the adjoining parcels identified as receptors 1 through 5 and to a minimum height of 10 feet for receptors 6 through 14. The height of the recommended sound barrier improvements are measured from the base elevation of the existing sound barrier. To diminish the overall aesthetic impact of the barrier, increases in height should occur gradually, preferably in increments of approximately 1-foot. In addition, it is recommended that adjoining segments of the existing sound barrier (not recommended for height improvement) be improved to provide for a gradual step-down in height. Recommended barrier heights are depicted in **Figure 3.11.6**.

TRANSPORTATION/TRAFFIC (SECTION 3.15)

- MM 3.15-1** The construction contractor shall minimize the duration of the closure of the Folsom South Canal bicycle trail to the shortest period necessary to complete construction activities. The bicycle trail shall only be closed to bicycle and pedestrian traffic when construction activities are such that they either

physically disrupt movement along the trail (i.e., during trail excavation), or construction activities could present a safety hazard to individuals passing through the construction area. The trail shall remain open during regular trail hours, unless construction activities are occurring that require closure of the trail for either physical or public safety reasons.

MM 2.15.2

Signage shall be placed at the entrances to the trail at White Rock Road and Jackson Highway notifying users of the Folsom South Canal bicycle trail of the closure. The signage shall be of sufficient size, coloring, and placement that it will be easily visible to bicyclists who may pass by it at higher speeds. When feasible, this signage will also advise users of the trail of alternative routes they may use to move between White Rock Road and Jackson Highway in-lieu of through-access at the International Drive Extension construction site. When feasible, the signage shall be installed at least five days prior to the closure to notify users in advance of the closing. The signage shall be maintained throughout the duration of any trail closure. The City of Rancho Cordova shall also notify local bicycling groups and associations prior to closure of the bicycle trail, and notify them again of its re-opening, so that the groups may help disseminate the information to their members. Notification to bicycling groups and associations shall be made at least five days in advance of any trail closures, whenever feasible.

5.0 LIST OF PREPARERS

5.1 LIST OF PREPARERS

CITY OF RANCHO CORDOVA—LEAD AGENCY

Paul Junker	Planning Director
Cyrus Abhar	City Engineer
Melissa D. Logue	Environmental Project Manager
Nicole Markowitz	Assistant Environmental Planner
Patty Medina	Assistant Environmental Planner

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**APPENDIX A - SMAQMD ROAD
CONSTRUCTION EMISSION MODEL, VERSION
5.1 DATA INPUTS**

METHODOLOGY - INTERNATIONAL DRIVE EXTENSION PROJECT ROADWAY CONSTRUCTION EMISSIONS ANALYSIS

The International Drive Extension-Kilgore to Sunrise Project will be composed of three separate components: roadway widening, new roadway construction, and bridge construction. It is anticipated that each project component will begin construction concurrently and will reach completion at different times, each varying by approximately one month.

The emission estimates below were calculated using the Roadway Construction Emissions Model (version 5.2). Because the International Drive Extension Project is composed of three parts with varying construction periods, the analysis was broken down into three parts: **Months 1-4**, **Month 5**, and **Month 6**. Input information was overridden on Models 2-6 to ensure that the generated emission estimates pertained only to the portions overlapping with others within the same time period. The project analyses below assume that all construction begins at the same time.

SUMMARY OF MODELS	
Model 1	months 1-4 road widening
Model 2	months 1-4 new roadway
Model 3	months 1-4 bridge construction
Model 4	month 5 new roadway
Model 5	month 5 bridge construction
Model 6	month 6 bridge construction

Months 1-4

During the first four months of the project, all three project components are anticipated to be under construction concurrently. Below is a description of each component during this time frame.

Road Widening

Road widening for the proposed project is anticipated to last approximately 4 months. For the analysis, all items were entered as will be performed and no user overriding of the construction period was done in the model. The outputs projected in the model were then entered into **Model 1** and later combined into '**Months 1-4**'.

Emission Estimates for -> Model 1 – Months 1-4 of Road Widening					Exhaust	Fugitive Dust
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)
Grubbing/Land Clearing	8	40	42	7	2	5
Grading/Excavation	8	45	48	7	2	5
Drainage/Utilities/Sub-Grade	8	45	45	7	3	5
Paving	3	15	21	1	1	0
Maximum (pounds/day)	8	45	48	7	3	5
Total (tons/construction project)	0.33	1.55	2.06	0.10	0.10	0.00

Notes: Project Start Year-2007
Project Length (months)-4
Total Project Area (acres)-3.9
Maximum Area Disturbed/Day (acres)-0.98
Total Soil Imported/Exported (yd3/day)-116

New Roadway

New roadway construction is anticipated to last approximately 5 months. For the analysis, the true expected time for completion was entered, however user override of construction months were entered into the model in order to project the anticipated emissions for the first four months of construction. The first four months of new roadway construction would include 0.5 months of grubbing/land clearing, 2.25 months of grading/excavation, and 1.25 months of drainage/utility/sub-grade work. The outputs projected in the model were then entered into **Model 2** and later combined into ‘**Months 1-4**’. The remaining emissions calculated for the additional month necessary to complete the new roadway construction portion of the project is entered into **Model 4** and analyzed in ‘**Month 5**’.

Model 2 – Months 1-4 of New Roadway					Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)
Emission Estimates for ->Construction						
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)		
Grubbing/Land Clearing	7	39	42	8	2	6
Grading/Excavation	8	42	45	9	2	6
Drainage/Utilities/Sub-Grade	8	44	45	9	3	6
Paving	0	3	0	0	0	0
Maximum (pounds/day)	8	44	45	9	3	6
Total (tons/construction project)	0.35	1.67	2.15	0.38	0.11	0.28
Notes: Project Start Year-2007 Project Length (months)-Months 1-4 of 5 Total Project Area (acres)-5.09 Maximum Area Disturbed/Day (acres)-1.26 Total Soil Imported/Exported (yd3/day)-33						

Bridge Construction

Bridge construction is anticipated to last approximately 6 months. For the analysis, the true expected time for completion was entered into the model, however user override of construction months were entered into the model in order to project the anticipated emissions for the first four months of construction. The first four months of construction would include 0.6 months of grubbing/land clearing, 2.7 months of grading/excavation, and 0.7 months of drainage/utility/sub-grade work. The outputs projected in the model were then entered into **Model 3** and later combined into ‘**Months 1-4**’. The remaining two months necessary to complete the bridge construction portion of the project are entered separately into **Model 4** and **Model 5** and analyzed in **Month 5** and **Month 6**.

Model 3 – Months 1-4 of Bridge Construction					Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)
Emission Estimates for ->						
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)		
Grubbing/Land Clearing	7	38	41	3	2	1
Grading/Excavation	8	40	43	3	2	1
Drainage/Utilities/Sub-Grade	8	43	45	3	3	1

Paving	0	3	0	0	0	0
Maximum (pounds/day)	8	43	45	3	3	1
Total (tons/construction project)	0.35	1.61	2.08	0.13	0.10	0.03
<i>Notes: Project Start Year-2007 Project Length (months)-Months 1-4 of 6 Total Project Area (acres)-.25 Maximum Area Disturbed/Day (acres)-0.06 Total Soil Imported/Exported (yd3/day)-0</i>						

Months 1-4 Analysis

The estimated construction emissions for the first four months of the International Drive Extension Project were calculated above and then added together to get the total estimated construction emissions for the time in which the three project components would be under construction concurrently. The SMAQMD threshold for short-term construction NOx emissions is 85 lb/day. The first four months of the proposed project would emit approximately 138 lb/day, thus exceeding the threshold by 53 lb/day.

Emission Estimates for ->Months 1-4 – Total Emissions					Exhaust	Fugitive Dust
Project Phases	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)
Grubbing/Land Clearing	22	117	125	18	6	12
Grading/Excavation	24	127	136	19	6	12
Drainage/Utilities/Sub-Grade	24	132	135	19	9	12
Paving	3	21	21	1	1	0
Maximum (pounds/day)	24	132	*138	19	9	12
Total (tons/construction project)	1.10	5.01	6.29	.35	.33	.02
<i>Notes: Project Start Year-2007 Project Length (months)-Months 1-4 of 6 total Total Project Area (acres)-3.9+5.05+0.25=9.2 Maximum Area Disturbed/Day (acres)-0.08+0.07+0.003=0.15 Total Soil Imported/Exported (yd3/day)-116+33+0=149 * Maximum lb/day is based on the highest actual emissions estimated to be released at one time, per Models 1-3.</i>						

Mitigation:

Because the first four months of construction would result in emissions that exceed the SMAQMD threshold of 85 lb/day, the SMAQMD Standard Construction Mitigation would be applied to the project, which would result in a 20% reduction in daily emissions of NOx. After mitigation, the project's daily NOx emissions would be reduced to 110 lb/day, which is still above the 85 lb/day SMAQMD threshold.

To further reduce the project's impacts to less than the SMAQMD threshold of 85 lb/day, the project will contribute mitigation fees, as calculated by the SMAQMD Construction Emissions Mitigation Fee Calculator.

Month 5

During the fifth month of the project, the roadway widening portion of the project would be completed, leaving only two project components under construction at the same time. Below is a description of these two project components during this time frame.

New Roadway

New roadway construction is anticipated to last approximately 5 months. For the analysis, the true expected time for completion was entered; however user override of construction months were entered into the model in order to project the anticipated emissions for the last month of construction. The fifth and final month of new roadway construction would include 0.25 months of drainage/ utility/sub-grade work and 0.75 months of paving. The outputs projected in the model were then entered into **Model 4** and later combined into '**Month 5**'.

Emission Estimates for -> Model 4 – Month 4 New Roadway					Exhaust	Fugitive Dust
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)
Grubbing/Land Clearing	0	2	1	6	0	6
Grading/Excavation	0	4	1	6	0	6
Drainage/Utilities/Sub-Grade	8	43	45	9	3	6
Paving	2	13	21	1	1	0
Maximum (pounds/day)	8	43	45	9	3	6
Total (tons/construction project)	0.05	0.20	0.42	0.03	0.02	0.02

Notes: Project Start Year ->2007
Project Length (months) ->Month 5 of 5
Total Project Area (acres) ->5.05
Maximum Area Disturbed/Day (acres) ->1.26
Total Soil Imported/Exported (yd³/day)->33

Bridge Construction

Bridge construction is anticipated to last approximately 6 months. For the analysis, the true expected time for completion was entered into the model, however user override of construction months was entered into the model in order to project the anticipated emissions for the fifth month of construction. The fifth month of construction would consist entirely of drainage/ utility/sub-grade work. The outputs projected in the model were then entered into **Model 5** and later combined into '**Months 5**'. The remaining month necessary to complete the bridge construction portion of the project is entered separately into **Model 6** and analyzed in '**Month 6**'.

Emission Estimates for -> Model 5 – Month 5 Bridge Construction					Exhaust	Fugitive Dust
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)
Grubbing/Land Clearing	0	1	0	1	0	1
Grading/Excavation	0	3	0	1	0	1
Drainage/Utilities/Sub-Grade	8	42	45	3	3	1
Paving	0	2	0	0	0	0
Maximum (pounds/day)	8	42	45	3	3	1
Total (tons/construction project)	0.10	0.43	0.64	0.04	0.03	0.01

Notes: Project Start Year ->2007
Project Length (months) ->Month 5 of 6
Total Project Area (acres) ->.25
Maximum Area Disturbed/Day (acres) ->.06
Total Soil Imported/Exported (yd³/day)->0

Month 5 Analysis

The estimated construction emissions for the fifth month of the International Drive Extension Project were calculated above and then added together to get the total estimated construction emissions for the time in which the remaining two project components will be under construction

concurrently. The SMAQMD threshold for short-term construction NOx emissions is 85 lb/day. The fifth month of the proposed project would emit approximately 90 lb/day, thus exceeding the threshold by 5 lb/day.

Emission Estimates for ->Month 5 – Total Emissions					Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)
Project Phases	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)		
Grubbing/Land Clearing	0	3	1	7	0	7
Grading/Excavation	0	7	1	7	0	7
Drainage/Utilities/Sub-Grade	16	85	90	12	6	7
Paving	2	15	21	1	1	0
Maximum (pounds/day)	16	85	90	12	6	7
Total (tons/construction project)	.15	0.63	1.06	0.07	.05	0.03
<p>Notes:</p> <ul style="list-style-type: none"> - Project Start Year ->2007 - Project Length (months) ->Month 5 of 6 - Total Project Area (acres) ->5.05+0.25=5.3 - Maximum Area Disturbed/Day (acres) - >1.26+0.06=1.32 - Total Soil Imported/Exported (yd³/day)- >33+0=33 						

Mitigation

Because the fifth month of construction would result in emissions that exceed the SMAQMD threshold of 85 lb/day, the SMAQMD Standard Construction Mitigation would be applied to the project, which would result in a 20% reduction in daily emissions of NOx. After mitigation, the project's daily NOx emissions would be reduced to 72 lb/day, which is less than the 85 lb/day SMAQMD threshold. Therefore, no mitigation fees are necessary for the fifth month.

Month 6

During the sixth month of the project, because the Roadway Widening and New Roadway construction components would be completed, only one project component is anticipated to be under construction. Below is a description of this project component during this time frame.

Bridge Construction

Bridge construction is anticipated to last approximately 6 months. For the analysis, the true expected time for completion was entered into the model; however overriding features were used in order to project the anticipated emissions for the sixth and final month of construction. The sixth month of construction would include 0.1 month of drainage/utility/sub-grade work and 0.9 months of paving. Because only one project component would be under construction during the last month, a **Model 6**, which is identical to ‘**Month 6**’ is not included as a separate table. Instead, the outputs projected in the model are shown below as ‘**Month 6**’.

Month 6 Analysis

The total estimated construction emissions for the sixth month of the International Drive Extension Project were calculated to emit approximately 45 lb/day of NO_x, and thus would not

exceed the SMAQMD threshold of 85 lb/day. Therefore, no mitigation fees are necessary for the sixth month.

Emission Estimates for -> Month 6 – Total Emissions					Exhaust	Fugitive Dust
Project Phases	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)	PM10 (lbs/day)
Grubbing/Land Clearing	0	1	0	1	0	1
Grading/Excavation	0	3	0	1	0	1
Drainage/Utilities/Sub-Grade	8	42	45	3	3	1
Paving	2	13	21	1	1	0
Maximum (pounds/day)	8	42	45	3	3	1
Total (tons/construction project)	0.04	0.15	0.37	0.01	0.01	0.00
Notes: Project Start Year ->2007 Project Length (months) ->Month 6 of 6 Total Project Area (acres) ->.25 Maximum Area Disturbed/Day (acres) ->.06 Total Soil Imported/Exported (yd ³ /day)->0						

Road Construction Emissions Model – Model #1

Version 5.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.

Optional data input sections have a blue background. Only areas with a

yellow or blue background can be modified. Program defaults have a white background.

The user is required to enter information in cells C10 through C28.



Input Type

Project Name	International Drive Extension from Kilgore to Sunrise			
Construction Start Year	2007	Enter a Year between 2000 and 2010 inclusive		
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction		
Project Construction Time	4	months		
Predominate Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock		
On-Road Emission Factors: Enter 1, 2, 3, or 4	4	1. Emfac7fv1.1 4. Emfac2002 (default) 2. Emfac7G 3. Emfac2001	or User Override	(for program calculated)
Project Length	0.93	miles		
Total Project Area	4	acres	Months	% Time
Maximum Area Disturbed/Day	0	acres	0.4	10
Water Trucks Used?	1	1. Yes 2. No		
Soil Imported	0	yd ³ /day	1.8	45
Soil Exported	116	yd ³ /day	1.2	30
Average Truck Capacity	20	yd ³ (assume 20 if unknown)	0.6	15

Road Construction Emissions Model– **Model #2**

Version 5.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.

Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.

The user is required to enter information in cells C10 through C28.



Input Type

Project Name	International Drive Extension from Kilgore to Sunrise			
Construction Start Year	2007	Enter a Year between 2000 and 2010 inclusive		
Project Type	1	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction		
Project Construction Time	5	months		
Predominate Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock		
On-Road Emission Factors: Enter 1, 2, 3, or 4	4	1. Emfac7fv1.1 4. Emfac2002 (default) 2. Emfac7G		
Project Length	0.27	3. Emfac2001	or User Override	(for program calculated)
Total Project Area	5	miles		
Maximum Area Disturbed/Day	0	acres	Months	% Time
Water Trucks Used?	1	1. Yes 2. No	0.5	10
Soil Imported	33	yd ³ /day	2.3	45
Soil Exported	0	yd ³ /day	1.3	30
Average Truck Capacity	20	yd ³ (assume 20 if unknown)	0.8	15

Road Construction Emissions Model– **Model #3**

Version 5.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.

Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.

The user is required to enter information in cells C10 through C28.



Input Type

Project Name	International Drive Extension from Kilgore to Sunrise			
Construction Start Year	2007	Enter a Year between 2000 and 2010 inclusive		
Project Type	3	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction		
Project Construction Time	6	months		
Predominate Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock		
On-Road Emission Factors: Enter 1, 2, 3, or 4	4	1. Emfac7fv1.1 4. Emfac2002 (default) 2. Emfac7G		
Project Length	0.03	3. Emfac2001	or User Override	(for program calculated)
Total Project Area	0	miles		
Maximum Area Disturbed/Day	0	acres	Months	% Time
Water Trucks Used?	2	1. Yes 2. No	0.6	10
Soil Imported	0	yd ³ /day	2.7	45
Soil Exported	0	yd ³ /day	0.7	30
Average Truck Capacity	20	yd ³ (assume 20 if unknown)	0.9	15

Road Construction Emissions Model– **Model #4**

Version 5.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.

Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.

The user is required to enter information in cells C10 through C28.



Input Type

Project Name	International Drive Extension from Kilgore to Sunrise			
Construction Start Year	2007	Enter a Year between 2000 and 2010 inclusive		
Project Type	1	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction		
Project Construction Time	5	months		
Predominate Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock		
On-Road Emission Factors: Enter 1, 2, 3, or 4	4	1. Emfac7fv1.1 4. Emfac2002 (default) 2. Emfac7G 3. Emfac2001	or User Override	(for program calculated)
Project Length	0.27	miles		
Total Project Area	5	acres	Months	% Time
Maximum Area Disturbed/Day	0	acres	0.5	10
Water Trucks Used?	1	1. Yes 2. No		
Soil Imported	33	yd ³ /day	2.3	45
Soil Exported	0	yd ³ /day	0.3	30
Average Truck Capacity	20	yd ³ (assume 20 if unknown)	0.8	15

Road Construction Emissions Model– **Model #5**

Version 5.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.

Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.

The user is required to enter information in cells C10 through C28.



Input Type

Project Name	International Drive Extension from Kilgore to Sunrise			
Construction Start Year	2007	Enter a Year between 2000 and 2010 inclusive		
Project Type	3	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction		
Project Construction Time	6	months		
Predominate Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock		
On-Road Emission Factors: Enter 1, 2, 3, or 4	4	1. Emfac7fv1.1 4. Emfac2002 (default) 2. Emfac7G		
		3. Emfac2001	or User Override	(for program calculated)
Project Length	0.03	miles		
Total Project Area	0	acres	Months	% Time
Maximum Area Disturbed/Day	0	acres	0.6	10
Water Trucks Used?	2	1. Yes 2. No		
Soil Imported	0	yd ³ /day	2.7	45
Soil Exported	0	yd ³ /day	1.0	30
Average Truck Capacity	20	yd ³ (assume 20 if unknown)	0.9	15

Road Construction Emissions Model– **Model #6**

Version 5.2

Data Entry Worksheet

Note: Required data input sections have a yellow background.

Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.

The user is required to enter information in cells C10 through C28.



Input Type

Project Name	International Drive Extension from Kilgore to Sunrise			
Construction Start Year	2007	Enter a Year between 2000 and 2010 inclusive		
Project Type	3	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction		
Project Construction Time	6	months		
Predominate Soil/Site Type: Enter 1, 2, or 3	2	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock		
On-Road Emission Factors: Enter 1, 2, 3, or 4	4	1. Emfac7fv1.1 4. Emfac2002 (default) 2. Emfac7G		
Project Length	0.03	3. Emfac2001	or User Override	(for program calculated)
Total Project Area	0	miles	Months	% Time
Maximum Area Disturbed/Day	0	acres	0.6	10
Water Trucks Used?	2	1. Yes 2. No		
Soil Imported	0	yd ³ /day	2.7	45
Soil Exported	0	yd ³ /day	0.1	30
Average Truck Capacity	20	yd ³ (assume 20 if unknown)	0.9	15

Construction Emissions Mitigation Fee Calculation

PART 1: PROJECT INFORMATION

Project Name:	International Drive Extension Project			
Control/Application #:				
Single Family Dwelling Units:	N/A	<i>Note: Enter information only in blue bordered cells</i>		
Multi Family Dwelling Units:	N/A	Total Residential Acreage:	0	
Non-residential Square Feet:	N/A	Total Non-residential Acreage:	5	

PART 2: EMISSIONS INFORMATION

Year	Activity Phase	NOx (lbs/day) unmitigated	NOx (lbs/day) mitigated*	NOx over threshold (lbs/day)	duration (days)	Total significant NOx (lbs)
	Month 1	138.00	110.40	25.40	22	558.80
	Month 2	138.00	110.40	25.40	22	558.80
	Month 3	138.00	110.40	25.40	22	558.80
	Month 4	138.00	110.40	25.40	22	558.80
	Month 5	90.00	72.00	0	22	0.00
	Month 6	45.00	36.00	0	22	0.00
	Total project Nox over threshold (lbs)		2235.20			
	Total project Nox over threshold (tons)		1.12			

PART 3: MITIGATION FEE RESULTS

MITIGATION FEE (\$14,300/TON)**	\$15,982
ADMINISTRATIVE FEE (5.0%)	\$799
TOTAL FEE	\$16,781
>>> Fee is to be paid to the SMAQMD, either in total or on a by acre basis, prior to any ground disturbance.	
Mitigation Fee (\$/acre)	\$3,196.34

* Assumes a construction mitigation plan which achieves a 20% reduction in NOx from on-site, off-road equipment.

** Or the \$/ton of NOx cost-effectiveness value in effect at the time the fee is collected.		
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**APPENDIX B - ENVIRONMENTAL ASSESSMENT
AND DRAFT FINDING OF NO SIGNIFICANT
IMPACT**

**Environmental Assessment
and
Draft Finding of No Significant Impact**

**International Drive Extension
Kilgore to Sunrise Project**

Prepared by:
City of Rancho Cordova
2729 Prospect Park Drive
Rancho Cordova, CA 95670

Prepared for:
U.S. Department of the Interior
Bureau of Reclamation
Mid-Pacific Region
Sacramento, CA

February 2008

Background

The City of Rancho Cordova (City) seeks to receive an encroachment permit from the Bureau of Reclamation (Reclamation) for construction of a bridge for a proposed road extension project that would extend into the Reclamation's right-of-way. Folsom South Canal, which is under the jurisdiction of the federal Bureau of Reclamation, lies west of Sunrise Boulevard and runs parallel to the roadway throughout the project area. Sunrise Boulevard runs from the southern border of Rancho Cordova north into the City center, in Sacramento County, California.

The proposed project would extend International Drive eastward from its existing terminus at Kilgore Road by approximately 1,500 linear feet to the Sunrise Boulevard/Monier Circle (north) intersection. The extended International Drive is planned as a six-lane roadway and would include the construction of an approximately 112 linear foot 6-lane bridge with left and right turn pockets over the Folsom South Canal, which runs parallel to the west side of Sunrise Boulevard in the eastern portion of the project area.

The existing 4-lane International Drive would be re-stripped to include six (6) through-lanes from Prospect Park Drive to the intersection of Kilgore Road, approximately 1,300 linear feet, and minor widening would take place at the intersection with Kilgore Road to accommodate turn pockets. Monier Circle would continue as a 2-lane road, but would be widened at the intersection approaches, as needed, to align with International Drive. The existing median on Sunrise Blvd at the Monier Circle (south) intersection would be reconfigured to eliminate left turns onto Sunrise Blvd.

The project would improve the existing Kilgore/International intersection to a 6x6x4x4 intersection with pedestrian refuges and traffic signal, while the International/Sunrise/Monier Drive (north) intersection would be improved to a 6x6x6x2 intersection with pedestrian refuges and traffic signal.

Construction on Sunrise Boulevard would include approximately 5,200 linear feet of re-striping to 6 lanes (from Fitzgerald Drive to White Rock Road) necessary for intersection accommodation. West of Sunrise Boulevard, along the Folsom South Canal frontage, the project would widen the pavement and install curb, gutter and sidewalk, approximately 2,600 linear feet, extending 1,100 south and 1,500 north of International Drive. South of International Drive, a soundwall for an adjacent residential subdivision would be modified to provide noise mitigation. Furthermore, a parking lot on the north side of International Drive would be modified to accommodate project construction.

Modifications to the Folsom South Canal maintenance road and bike path will be part of this project. The Bureau of Reclamation maintenance road for the Folsom South Canal would be modified to go under International Drive or connect at-grade to Sunrise Blvd (yet to be determined), and the bicycle path between Sunrise Blvd and the maintenance road would be modified to connect to International Drive and also go under the bridge. Additionally, the existing approach roadway, utilities, curbs, landscaping, street lighting, drainage systems, and traffic striping would be modified as necessary to accommodate the extended roadway and new bridge. The project is located entirely within the City of Rancho Cordova.

Purpose and Need for Action

Purpose:

Since before its incorporation in July of 2003, Rancho Cordova has experienced a high rate of growth. Many new communities and commercial businesses have been developed in various parts of Rancho Cordova, resulting in increased traffic and congestion. The City anticipates rapid economic growth in the coming years from additional housing development, and development of commercial, office, retail, and other employment-generating uses. Consequently, the City is anticipated to undergo sustained growth through the year 2030, with population expected to more than triple to an excess of 183,000 persons.

The Draft City of Rancho Cordova Draft General Plan (March 2006) Circulation Element depicts International Drive as a possible future expressway and as a key east-west route through the City. The purpose of the International Drive Extension Project is to reduce traffic impacts throughout the City Of Rancho Cordova due to proposed and approved development projects.

The specific objectives of the proposed project are to provide improved roadway access and traffic relief through the Sunrise Boulevard area. Under the proposed project, the City proposes to re-stripe a segment of existing International Drive to six lanes, and extend the roadway to the east to meet Sunrise Boulevard. The proposed project would fulfill the objectives of the Draft General Plan by balancing the roadway capacity needs with measures that would enhance Sunrise Boulevard and surrounding areas.

Need:

The Circulation Element of the Draft General Plan for the City of Rancho Cordova identifies acceptable Level of Service (LOS) levels for the city. In the General Plan, a LOS D is identified as the minimum acceptable LOS unless maintaining this LOS would be infeasible or conflict with other goals of the City.

The proposed project is needed to reduce traffic impacts throughout the City of Rancho Cordova due to proposed and approved development projects and to meet the goals and policies of the Draft General plan, which identify the roadway as a possible future expressway and as a key east-west route through the City. The proposed project, in its ultimate (2030) configuration, would also relieve pressure on Folsom Boulevard and Highway 50.

Additionally, recent environmental review of traffic impacts from development of the Preserve at Sunridge project (a large project within the SDCP/SRSP plan area) specifically identified the extension of International Drive as mitigation for traffic impacts. Service levels at the Sunrise/White Rock and Kilgore/White Rock intersections are anticipated to reach LOS F during peak hours by 2012 with the construction of the Sunridge project, which is an unacceptable LOS under the City of Rancho Cordova General Plan requirements.

Proposed Action and Alternatives

No Action: Reclamation would not provide the requested encroachment permits and the City would not proceed with the proposed roadway extension project. International Drive would not be extended east to Sunrise Boulevard, and a bridge over the Folsom South Canal would not be constructed.

Proposed Action: Reclamation would provide the City of Rancho Cordova the requested encroachment permit to construct a bridge over the Folsom South Canal and maintenance road, allowing for construction of the International Drive Extension-Kilgore to Sunrise Project. The proposed project would result in a six-lane roadway configuration beginning west of Kilgore and extending east to Sunrise Boulevard. This roadway extension project would include the construction of a six-lane bridge over the Folsom South Canal to provide connectivity to Sunrise Boulevard from Kilgore Road. The proposed project would provide traffic relief and improve roadway access throughout the Sunrise Boulevard area.

Alternative Action: No other feasible alternative actions were identified for the proposed roadway extension project. No other option investigated included the extension of other roadways providing similar access to the northern city centers, or the construction of new roadways providing a similar access corridor. Neither of these options would result in reduced environmental impacts compared to the proposed project and therefore were dismissed as project alternatives.

Affected Environment and Environmental Consequences

The NEPA and CEQA environmental review processes both require similar environmental analysis of potential impacts caused by the implementation of a proposed project. These environmental review processes include overlap over several areas of investigation. These concurrent areas of analysis include review of impacts to aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology, hazardous materials, hydrology/water quality, land use, mineral resources, noise, population, public services, recreation, transportation/traffic, and utilities. Outside of the scope of the CEQA review process, NEPA also requires analysis of potential impacts from a proposed project to Environmental Justice and Indian Trust Assets.

This Environmental Assessment analysis is included as an amendment to the Mitigated Negative Declaration prepared for the project, which was completed as a part of the CEQA review process. This amendment is attached to include an investigation of potential environmental impacts to Environmental Justice and Indian Trust Assets not required in the CEQA analysis. This amendment seeks to completely address all areas of concern involved in the NEPA Environmental Assessment process not covered within the CEQA document.

Indian Trust Assets

Indian Trust Assets (ITAs) are legal interests in property or rights held in trust by the United States for Indian tribes or individuals. Indian reservations, Rancherias, and allotments are common ITAs. Other ITAs include traditional use areas. No ITAs have been identified within the proposed project area for the International Drive Extension-Kilgore to Sunrise Project, and therefore no effect from the proposed project is expected.

Environmental Justice

Executive Order 12898 requires each Federal Agency to identify and address disproportionately high and adverse human health or environmental effects, including social and economic effects of its program, policies, and activities on minority populations and low-income populations. The proposed International Drive Extension-Kilgore to Sunrise Project involves no change in existing or similar land uses, and only seeks to widen and extend an existing roadway through an open space parcel among Industrial and Office Space land uses. Additionally, no residential development or minority or low-income populations exist in or near the project area that would be affected by the proposed project. The project would not divide an established community, would not result in relocations of residents, and would not result in a social or economic change in a low-income or minority community. Additionally, there would be no disproportionately high and adverse human health or environmental effects to minority or low-income populations as a result of implementation of the proposed project. No effects to Environmental Justice are expected from the project.

Consultation and Coordination with Others

During development of the proposed project, the City of Rancho Cordova consulted with the following representatives:

- Bureau of Reclamation representatives Laura Caballero, Folsom South Canal Resource Manager; and Kathy Schroeder, Realty Specialist for the Folsom South Canal.
- California Department of Transportation representatives Laura Walsh, Environmental Coordinator, Caltrans District 3, Local Assistance; Suzanne Melim, Biologist, Caltrans District 3, Benjamin Tam, Noise Specialist, Caltrans District 3.
- Members of the local community who participated in the Public Outreach Meeting, sponsored by the City of Rancho Cordova, and held on December 12, 2007.

Draft Finding of No Significant Impact

United Department of the Interior
Bureau of Reclamation
Mid-Pacific Region

Central California Area Office
Folsom, California

Draft Finding of No Significant Impact

International Drive Extension
Kilgore to Sunrise Project

Draft Initial Study/Environmental Assessment

FONSI # _____

Recommended: Laura Caballero
Natural Resource Specialist

Date

Concur: Robert Schroeder
Chief,
Resource Management Division

Date

Approved: Mike Finnegan
Area Manager,
Central California Area Office

Date

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Central California Area Office,
Folsom, California

Approval by United States for

**INTERNATIONAL DRIVE EXTENSION
KILGORE TO SUNRISE PROJECT
ENVIRONMENTAL ASSESSMENT**

Draft Finding of No Significant Impact

Lead Agency:

U.S. Department of the Interior
Bureau of Reclamation
Central California Area Office
Folsom, California

This Finding of No Significant Impact (FONSI) for the International Drive Extension-Kilgore to Sunrise Project has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508). The Central California Area Office of the Bureau of Reclamation (Reclamation) has found that the Proposed Action would not significantly affect the quality of the environment; therefore, an Environmental Impact Statement (EIS) is not required.

ALTERNATIVES CONSIDERED

The proposed action is to provide traffic relief and improve roadway access throughout the Sunrise Boulevard area. The project would widen and extend International Drive to the east to provide connectivity to Sunrise Boulevard. Approximately 5,200 linear feet of existing roadway along International Drive would be re-stripped to allow for the addition of two new through lanes (one in each direction) for an ultimate 6-lane configuration beginning west of Kilgore and extending east to Sunrise Boulevard. East of the existing terminus at Kilgore Road, the roadway would be extended by approximately 1,500 feet, including the construction of an approximately 112-foot six-lane bridge over the Folsom South Canal. The existing intersection of International Drive and Kilgore would be modified to allow for the added lanes and their respective turning functions. The existing maintenance road along the Folsom South Canal, as would a bike trail along side the canal, would be modified to allow for the bridge and roadway extension. The project would require the removal of excavated soils and the need for other soils to be imported. Reclamation would provide the City of Rancho Cordova the requested encroachment permit to construct a bridge over the Folsom South Canal and maintenance road, allowing for construction of the International Drive Extension-Kilgore to Sunrise Project. The roadway extension project would take approximately 6 months total to complete.

Under the No Action alternative, International Drive would not be extended east to Sunrise Boulevard, and a bridge over the Folsom South Canal would not be constructed. Reclamation would not provide the requested encroachment permits and the City would not proceed with the proposed roadway extension project.

FINDINGS

An Initial Study/Mitigated Negative Declaration (IS/MND) with a Finding of No Significant Impact (FONSI), distributed for public review in February of 2008, has been prepared to disclose potential environmental impacts pursuant to NEPA. The following discussion identifies why any effects of the Proposed Action are not considered significant.

1. The Proposed Action will have no significant effects to air quality upon implementation of mitigation measures. Construction emissions will be temporary and short-term; however emissions during portions of the project will exceed thresholds established Sacramento Metropolitan Air Quality Management District. The City will mitigate these impacts through mitigation measures that require the use of equipment with reduced emissions, and through payment of mitigation fees to off-set the project's contribution to emissions. Land clearing and grading activities, which produce dust, will be controlled by watering as needed throughout the duration of the project.
2. The proposed action will have no significant effect on biological resources. The project area has the potential to provide foraging habitat to Swainson's hawk; however the loss of foraging habitat that could result from the project would be mitigated for through purchase of foraging habitat mitigation credits at a California Department of Fish and Game-approved Swainson's hawk mitigation bank near the project area. Mitigation measures have also been incorporated into the project to insure project construction does not disturb any active nests of migratory birds that may nest in trees within the project area.
3. The proposed action will have no effect on cultural or historic resource because cultural investigations did not identify any sensitive resources or resources eligible for inclusion in the National Register of Historic Places in the project area.
4. The proposed action will have no significant effect on geology and soils because ground disturbing activities will only occur during dry periods, turbidity/siltation minimization measures will be used (i.e. silt fencing, coir logs, straw bale dikes, or other siltation barriers), and vegetation removal shall be limited to that required to construct the project.
5. The proposed action will have no significant effect from hazardous materials. A toxics inventory survey conducted by Kleinfelder in February 2006 identified four sites near the project area that appear on the Cortese list of hazardous materials, however it was stated that it is unlikely that the project site would be affected by contamination from these materials. The project would require only minor excavation to complete the project in most portions of the site; therefore the roadway extension would not expose hazardous materials to the public. The potential for fuel spills by the earth moving equipment (dozer) would be minimized through the designation of a refueling station on site and implementation of spill prevention measures.
6. The proposed action will have no significant impact on hydrology and water quality because ground disturbing activities will be focused to occur during dry periods, turbidity/siltation minimization measures will be used (i.e. silt fencing, coir logs, straw bale dikes, or other siltation barriers), and vegetation removal shall be limited to that required to construct the project.

7. The proposed action would have no impact on land use and planning as the proposed action is identified in the City of Rancho Cordova General Plan Circulation Element as a future roadway expansion. Additionally, the project would take place within existing municipal and federal right-of-way and the new roadway construction would not interfere with future Industrial-Office park development taking place near the area.

8. The proposed action will not result in significant effects from noise at adjacent sensitive receptors, after implementation of mitigation (sound wall construction) to reduce the project's noise at adjacent receptors. During construction, the project could result in short-term construction related noise increases; however construction would be limited to daytime hours and would be subject to City of Rancho Cordova noise ordinances, and would therefore not be a significant noise impact from project construction.

9. Road improvements under the proposed action will have a positive impact on transportation and traffic by improving traffic levels of service for motorists traveling in an east-west direction through the area and by relieving traffic congestion elsewhere in the area.

10. The proposed action would have no effects to environmental justice. No disproportionately high or adverse environmental or human health effects on minority or low-income communities have been identified for the proposed alternative.

11. The proposed action would have no impact to Indian Trust Assets because none are present within or near the project area.

12. There will be no significant cumulative impacts from the proposed action since the project is consistent with land use and circulation plans identified in the Rancho Cordova General Plan, all potentially significant environmental effects would be mitigated for to reduce them to less than significant levels, and any environmental effects from the proposed action, when considered together with the potential effects from other projects or actions in the area, would not significantly contribute to cumulative effects to environmental resources.

CONCLUSIONS

Reclamation has fully evaluated the information and analysis contained in the EA for the International Drive Extension-Kilgore to Sunrise Project, as summarized above. On the basis of these considerations, Reclamation has determined that the EA adequately and accurately addresses the environmental issues and impacts of the Proposed Action and finds that the Proposed Action is not a major federal action that will significantly impact the quality of the human environment. Therefore, an EIS is not required and will not be prepared for this project, based on the fact that there will be no long-term adverse impacts on the human environment resulting from the International Drive roadway extension.